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Remarks

The specification has been amended to provide a clearer description of the gaps as illustrated with respect to the embodiment of Figure 4a and 4b.

5 Claims 1-13 have been cancelled and replaced with new claims 14-18 for the invention as best illustrated with respect to Figures 4a and 4b.

10 Independent claims 14 specifically recites a first magnetic circuit is defined by a first pole piece (29) having a first gap (26) formed with the magnetic piece (19), a second pole piece (30) having a second gap (27) formed with the magnetic piece (19) and a magnet (32) located between the first and second pole pieces such that when the piston is in a rest position a residual magnetic flux flows in the first circuit by way of the first and second air gaps and a second magnetic circuit is defined by a third pole piece (31) having a third gap (25) formed with the magnetic piece (19) and a fourth gap (24) formed between the first pole piece (29) and the third pole piece (31) and a magnetic-field-variation sensor that is isolated from the residual magnetic flux flow in the first circuit by the third gap and the fourth gap when the piston is in the rest position and only when the piston moves is the magnetic-field-variation sensor closed and magnetic flux flow occurs in the second circuit to provide an indication of the movement of the piston.

25 The specific relationship of the three poles for the detecting device wherein the first pole (19) common to the first and second magnetic circuits such that on movement of the piston the first circuit provides a continuous signal to the stop light and as the volume of the chamber varies the second magnetic circuit is sequentially opened to provide an indication of the actuation of the braking system. This specific structural feature is completely different than the prior art and in particular the teaching of Ricouard where the circuits are sequentially activated but never at the same time.

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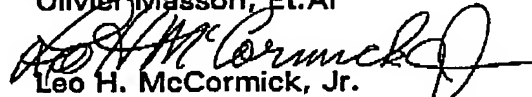
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Claims 15-19 recite specific structural features that add to the functional distinctions over the prior art, i.e. claim 15, the poles are parallel and perpendicular to the piston; claim 16, the specific size of the air gaps such that the first and second magnetic circuits are initially isolated from each other; claim 17, the sleeve tube such that the first magnetic circuit is closed during an entire brake application; claim 18, magnetically sensitive element is a reed switch; and claim 19, the signal provides a continuous indication of a brake application.

Claims 14-19 now present in this application define over the prior art and a timely notice of allowance is requested with respect to this application.

Respectfully submitted,

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CERTIFICATE OF Transmission

I hereby certify that this correspondence is being sent to the United States Patent Office on September 20, 2005 to the following phone No. 571-273-8300.


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